Consepsadence of The N. Y. Tribune. BOSTON, Sept 21, 1857. Masschusetts men who dwell abroad must be semewhat perplexed when they read the discusdose in the Boston newspapers concerning the po-Efficial position of certain men with very high sounding titles, whose fame has never reached far be rond the borders of the State, but who, judging by the stormy discussion which is carried on relative to their Gubernstorial preferences, must be very great men indeed. Mr. Lowell satirized this propensity in men to "define their positions." in one of his Biglow Papers; yet what Mr. John P. Robinson thought in 1847 of Gov. B and Gen. C was of much greater consequence to the community than what Mr. Timothy Davis, or Mr. Simon Brown, or Mr. Henry W. Benchley, or Mr. Ames A. Lawrence, or Mr. E. C. Baker, or Mr. O. A. Brewster now thinks Mr. E. C. Baker, of Mr. C. A. Drewster now tillness of the contest between Banks and Gardner; and of quite as much importance as the opinions of some of the ex-Governors on the same question. A powerful debate is just now going on as to what Mr. Washburn thicks, what Mr. Lincoln thinks, and what Mr. Morton thinks. It arose in this way. In his speech at Fancuil Hall, accepting the nomination of the new and united American party, Gov. Gardner said that all of the living ex-Governors, with one ex-ception, were among his supporters. The community immediately recognized the "exception" in Mr. Boutwell, and it is the highest compliment ever paid to that gentleman that he was thus instantaneously pointed out and elevated to the post of honor. For a few days, among those who were not acquainted with Gov. Garener's habits of exaggeration, the other living ex Governors all suffered under the im-putation from which Mr. Boutweil had been released. Some of them, however, have relatives and friends who are not disposed to submit quietly to the charge thus rudely brought against them. Gov. Morton for instance, has sons, grown-up men, to whom the for instance, has sons, gowing here, a woold be, for during the many years the elder Morton was apon the Supreme Bench, and the two years he filled the effice of Governor, he was never suspected of stealing, lying, or any other of the small offenses, persistence in which would seem to qualify a man at the close of his life to be a supporter of the present incumbrance of the chair of state. Gov. Washburn, though not a great or distinguished man in any sense of the word, is vindicated by his friends ground that he was Governor in 1854, at the on the ground that he was derived the professedly one of his supporters, was plotting to everthrow him and be elected in his place. If Gov. Lincoln has any friends, probably we shall soon hear from them, though possibly the old gentleman may have a grim satisfaction in keeping up the present dynasty, for the sake of chucking with his friends over the contrast which is so obvious between the Blassachusetts of 1857 and of 1825 and the ten Massachusetts of 1857 and of 1825 and the ten years succeeding. If Gov. Briggs is justly accused, I can think of no cause for his particulty for Gard-ner, except the interposition of the latter, on two seperate occasions, to save what is styled the "in-dependence of the Judiciary"—Mr. Briggs, er., and Mr. Briggs, jr., both being at this moment or-naments of the Judicial Department of the Government, and both, in all probability, being opposed to that loose construction the Constitution which would permit the representatives of the people to get rid of judges after the public confidence had been withorawn from them. As to Gov. Everett and Gov. Clifford, I fear there is no disputing the fact that they are supporters of Gardner. Everett recognizes him as a supporter of the Institution of Slavery, and Clifford has found him altogether too useful to be abandoned. And for that matter, Clifford is as useful to Gardner as Gardner is to Clifford. His opinions, as Atlorney General, are good for nothing in a legal point of view, and are almost universally laughed at by the profession, but they answer Gardner's purposes as well, and probably much better than the opinions of abler lawyers. It is a great thing for a governor to have a man at his elbow whom he knows he can thoroughly trust to do all the Pro-Slavery work that needs to be done, and that they are supporters of Gardner. Everett reelbow whem he knows he can thoroughly trust to do all the Pro-Slavery work that needs to be done, and to furnished least a grammatical reason for outraging the rights of the people. Such a man is Chifford, and in return for his services, Gardner has kept him from sinking into that contempt which he was in danger of fading into in 1854, when even the Whigs

ould not re-nominate him for Governor. Having given you such information and conjecture as I am possessed of upon the great ex-Governor question. I proceed to some of the smaller
men who are disputed property, or who have lately
defined their positions. The Hon. Timothy Davis of
Gloucester, Member of Congress from the VIth
District, has at last taken himself out of the doubtful list. He is for Mr. Banks, and the Republican candidate has now, I believe, securely bagged the entire ten of his colleagues. Mr. Davis was the enly uncertain man of the lot. His adhesion is not important in itself, but it indicates the way the voters of the V1th District are moving. The The disposed to support Gardner, will probably follow Mr. Davis's lead. Mr. E. O. Baker and Mr. A. O. Brewster have lately come out for Gardner. They could hardly do less after what Gardner has done for them. Baker professes to be an out-and-out Anti-Slavery man. In the last Legislature he made a speech on the Jury Law, in which Judge Taney and his colleagues of the Supreme Court who agreed with him in the Dred Scott case were subjected to a very large number of the most indigonant adjectives that the dictionary could furnish. But it is the misfortune of Baker, like that of many other politicians, that he is needy, and has no visible or invisible means of support except politics. He is an Insurance Commissioner, and if you desire to know what the Insurance Commissioner, as I will inform you that the Insurance Commission is, I will inform you that it is a snug five dollar-a-day place, established originally for the service of the public, but now used mainly as a place of refuge for indigent and loating partisans. If it had kept any of its original character, Mr. Baker would not have been placed in it. However, he has assurance, which answers his pur-pose tolerably well. Mr. Brewster is a better man, but he is also under many obligations to the Gov-

I come now to the Hon. Simon Brown. In hi latest speech, Gardner announced that Mr. Brown was one of his supporters; and such, I believe, i the fact. Mr. Brown was Lieutenant-Governor is 1855, the first year of Gardner's administration. With his superior he participated in the Republican movement of the Fall of that year, and received the nomination for Lieutenant-Governor, though Gard-ner failed to receive that for Governor. After some delay and hesitation Mr. Brown accepted the nomination thus tendered to him, and shared the fate of Rockwell. Since his defeat he has not been much heard of in politics, though there were a few persons who believed he would be an available candi-date for Governor in 1856. The reasons which are assigned for his course this year are that Governor Gardner has treated him very well, and that the Republicans have taken but little notice of him; and what better reasons could any man have in these 8? By supporting Gardner, Mr. Brown is used to the rather unfortunate dilemma of giving his confidence to a man whom he has publicly accured of falsehood. Soon after the nomination of Rockwell and Brown in 1855, and the bolt of Government and the sound of the company and the sound of the sound Rockwell and Brown in Poor, and the bolt of Gover-nor Gardner therefrom, he (the Governor) made a speech, in which he spoke of a private interview which he had before the Convention with Mr. Brown and others. Of this meeting he gave the

following account:
"I emphatically declared that not one word should come from me, and that I would not be committed by the action of the Worcester Convention. No, gentlemen, my associates in the Government will bear me witness that this interview has been related to you

Being thus appealed to, Mr. Brown came out with a statement in which he gave a very different and undoubtedly much more accurate recollection of the interview. He said that the Governor made no such statement as the above. Indeed, he says, no such statement as the above. Indeed, he says, after consultation as to the propriety of the Governor's writing a letter stating that he would decline the nomination of any other party it he should fall to receive that of the Fusion party,

"The very next step we took was one having an important bearing upon the construction of that Convention, for at that particular juncture a letter was brought in, and read, from a large Council in a peighboring city dealpring that said Council did not be

boring city, declaring that said Council did not be-lieve in fusion, and would send no delegates to the Worcester Convention. It was then suggested that we should lose strength in such a course, and that some one should immediately visit that Council and

advice them to send delegates. Two persons were immediately selected, and I have always supposed started on their mission at once; and that Council I think, was represented in the Woreester Convention."

Mr. Brown adds that he has no doubt that they

were all "fully committed to the Fusion movement and that "they were arranging the preliminaries of "a solemn contract, which was completed at Wor-"cester on the 20th September, neither party dis"secting at that time, the only time when it could
"have been done with honor." After thus accusing
the Governor of falsehood, and of breaking a solemn contract, which he was in honor bound to fulfill, it is fficult to see how he can, "with honor," give the accused person his support. But the instructive of both the Governor and Lieutenant-Governor may aid us in coming to the conclusion that the "honor of the latter is as loose as that of the former. There is no reason to suppose that the defection of Mr. Brown will seriously damage or encourage one side

or the other.

This tardy repentance of Mr. Brown, and substantial apology to Governor Gardner, illustrates the remarkable power which the latter has over the men who have been associated with him in the Government. Another instance of this power has just oc curred. A gentleman known to me to be of the strictest integrity and of unimpeachable veracity, publishes in The Worcester Transcript the following narrative of facts obtained by him from Mr. Franci De Witt, the Secretary of the Commonwealth He says:

rumor of the transaction had reached my ear "A rumor of the transaction and reacted my cars and not wishing to give currency to what might prov-to be unfounded, I sought an interview with the Sec to be throunded, I sough: an interview with the Sec-retary, in order to ascertain the exact truth. I stated to him what I had heard, and added that my object in applying to him was to get the facts as they were, for the purpose of spreading them before the public. He replied that the story had reached me more correctly than is usual in such cases, and then proceeded to re-late the facts as they appeared in my letter. These ate the facts as they appeared in my letter. Those

facts were these:
"First, that a Clerk in the State Department did leave his post of duty and serve (lov. Gardner's party as Secretary at their head-quarters for some weeks. Second that this clerk presented to the Secretary of State his quarterly bill for services rendered to the Commonwealth, with a charge therein for the full personnel. State his quarterly bill for services rendered to the Commonwealth, with a charge therein for the full period of absence on partisan services. Third, that the Secretary struck out this charge, and certified only to the balance. Fourth, that the clerk subsequently applied to the Secretary to have the excepted charge allowed from the State Treasury, and that the Secretary refused to allow it, on the ground that it would be wronging the State. Fifth, that shortly after, Gov. Gardner's room in the State House, and then and there counseled him to allow the charge for partisan service. Sixth, that the Secretary, on mature reflection, decided not to follow that counsel, because, in his judgment, it would be wrong to do so. Seventh, that as a matter of fact, the charge was not allowed, and the State Treasury is richer to-day by a considerable sum than it would be if Gov. Gardner's counsel had been followed. These are the facts as they were given me by the Secretary."

Yet, after making this statement of facts, Mr. De Witt comes out in an article in The Worcester Transcript, and, without denying the lacts in plain terms.

Transcript, and, without denying the facts in plain terms, endeavors to give the impression that they are wrongly stated. There can be no doubt that the facts are correctly given in the above quotation. Yet Mr. Pe Witt's quasi denial may influence some minds. Gardner's denial would have no effect whatever. His character for veracity could be im-

peached in any Comt in the Commonwealth.

A much weaker man than, either of those I have yet named, is Mr. Amos A. Lawrence, who has declared for Gardner. Mr. Lawrence is a National American, and went for Mr. Fillmere last year, even while pretending to feel interested in making Kansas a Free State. But I ought not to say "pretending," for if ever there was a simple hearted man in the world, it is Mr. Lawrence. He believes it is the mission of the American party to "check the cor rupting influence of foreign manners and luxury, al-ready growing rank in our cities, and extending into the country." I quote from one of his published letters. Mr. Lawrence is a man of large property, and without a guardian. How be continues to keep out of the mock auction shops must be forever a

mystery.

There is but little activity in politics, and many voters, according to present appearances, will stay at home on election day; not from apathy, but from crossness and dissatisfaction with the way affices have been managed. The Republicans who oppose Mr. Banks have issued a small sheet, called The Straight Republican, and they will soon be able to ascertain what I believe they do not yet pretend to know, the actual strength of their movement. They will not probably get many votes, but may possibly win not probably get many votes, but may possibly induce a considerable number of Republicans to stay away from the polls. They profess merely to desire to make a protest against the tendency of Republicanism toward Know-Nothingism, but the Republicanism toward Know-Nothingism, but the danger of all such movements is that they will end in bitterness and hostility toward the party they profess to be really attached to. Since Mr. Bowles left The Traveler there is no paper in Boston which supports the entire Republican ticket. The Beauty of Mr. Balak hard Anapara 12. supports Mr. Banks, but American candidates for Banks, but recommends the party to go for Clifford for Attorney-General! The Journal Clifford for Attorney-General! The Journal, if I understand its position, supports both Gardner and Banks; the former because his election will have an excellent influence on State affairs, and the latter because the Republican party in the county will be benefited. "I do perceive here a divided duty," said Desdemona, but she gave her hand to the celored person, and perhaps The Journal will do the same. The Transcript seems well disposed toward Banks; The Post Herald, and Courier intensely

ostile. The Traveler leans toward Gardner.

I observe that THE TRIBUNE estimates that nearly all the Democrats are going to vote for Gard If they do, he will be elected. But THE TRIBUNE over-estimates the number of Democrats who will go that way, and the Banks men under-estimate the number. A very significant sign of the good-will of the Administration party toward Gardgood-will of the Administration party toward Gardner was given a day or two after Gardner's two Conventions. Mr. Baker, who presided in one of them, made a savage attack upon the Democrats and the Administration. The next day there was a simultaneous outcry against Baker from all the Democratic papers, showing that the plan of the ampaign had been interrupted. All the other peeches that have been made on that side have specenes that nave been had on the Custom-House been of the "National" kind. The Custom-House leads off in supporting Gardner. I have heard three Custom-House officers within a week electioneering r him. Their motives are plain enough. In th first place, the Administration wants to defeat Banks, because if he is elected he is likely to be roublesome to them bereafter; and, in the next clace, the effice-holders want to keep the party conveniently small." But a show of opposition to Gardner will be kept up in order to keep the Irish faithful. The friends of Mr. Banks had better be prepared to see 8,000 or 10,000 Democratic votes reast for Gardner, present appearances to the contrary notwithstanding.

GILBERT.

THE BRIDGE CASE DECIDED.—In the U.S. District

Court, which opened at Trenton yesterday, Judge Grier endered a decision in favor of allowing both the Mar ket street and Plank Road Bridges across the Passai River at Newark to be built—the Market street bridge being for the New-Jersey Railroad Company, to avoid the curve required by the present Centre-street bridge. The decision is based on the ground that the State has full control of the river, it being entirely within its limit, and the Legislature having already authorized the construction of the bridges.

ANOTHER ATTEMPTED SUICIDE ON THE GERMAN TOWN RAILROAD.—This morning, about 9 o clock a young man, named Derr, threw himself in front of the locomotive attached to a train of cars, as it was passing the corner of Parrish and Ninth streets, on the Philadelphia, Germantown and Norristown Railroad. The would-be suicide was caught by the cow-catcher The would-be suicide was caught by the cow-extensional dragged eight or ten feet, but without being seriously hurt. The engine was moving very slow at the time, and, as soon as the engineer reversed the engine. Der was dragged out by Mr. Schenck and another Den was draged out by Mr. Schenck and another neighbor, who witnessed the occurrence. The young men acted deliberately and determinedly. He was standing at the corner, his hat tying supon the step of the store; and, as the train came up, he took off his coat and threw himself on the track. Ill health and want of employment is said to have ocen the cause of the desperate act.

[Phila. Bulletin. Sept. 22.

NAVAL ENGINEER BOARD.—A Board of Kegineers consisting of Chief Engineers Williamson, Wood, and Fellansbee, will convene at the NAVY-Yard, Philadelphia or the 5th of October next, for the examination

pbia, on the 5th of October next, for the examination of Engineers for promotion and also candidates for admission into the corps.

THE GREAT WRE K.

PROTEST OF THE SURVIVING OFFICE IS Since the arrival of the survivors of the Central America calamity, the officers of the Unit of States Mail Steamship Company have been enga, ed it the preparation of a full statement by the surviving offi-cers of the steamer of the facts connected with the disaster and its causes. At 5 o'clock yes'erds the statement, in the form of a marine protest, was completed at the office of Mezers. Johnson & It gains, corner of Wall and Water streets, and was sworn to and signed by Messre. Frazer, Black, Ashby and

The document is as follows:

The document is as follows:

UNITED STATES OF AMERICA — State of New-York,
City of New-York, is.—To all People to whom these
Presents shall come or may concern: I, Charles A.
Rapallo, a public notary in and for the State of New-York, by letters patent, under the great seal of the
said State, duly commissioned and sworn, dwelling in
the City of New-York, send greeting: Know ye, that,
on the twenty-second day of September, in the year of
our form one thousand eight hundred and fifty-seven,
he was me appeared James M. Frazer, second mate,
and senior officer known to be surviving, of the steamship called the Central America, and noted in due form
of law with me, the said notary, his protest, for the
uses and purposes hereinafter mentioned; and now at uses and purposes hereinafter mentioned; and now at this day—to wit, the day of the date hereof—before me, the said botary, at the City of New-York afore-seid, again comes the said James M. Frazer, and resaid, again comes the said James M. Frazer, and requires me to extend his protest, and together with the said James M. Frazer also come John Black (boatswain), George E. Ashby (chief engineer) and Henry Keefer (second assistant engineer), belonging to the aforesaid steamship, all of whom being by me duly sworn on the Holy Evangelists of Almighty God, voluntarily, freely and solerntly do declare, and depose as follows, that is to say: that on the afternoon of the 3d day of S ptember, 1857, at about half-past four o'clock, he, the said James M. Frazer, set sail and detacted in and with the said steamship Central four o'cleck, he, the said James M. Frazer, set sail and departed in and with the said steamship Central America as second mate thereof from the port of Aspinwall, in Central America—the said John Black, George E. Ashby and Henry Keefer being also on board said steamship in their respective capacities above stated; that William L. Herndon was master, and C. M. Van Rensedaer first mate of said steamship; and that the said steamship had on board a cargo of merchandise and treasure and a large number of passengers, and bound for the port of New-Yerk via Hayana; that the said steamship said steamship; and that the said steamship had on board a cargo of merchandise and treasure and a large number of passengers, and bound for the port of New-Yerk via Havana; that the said steamship was then stout, stanch and strong; had her cargo well and sufficiently stowed and secured, was well masted, manned, tackled, victualled, appareled and appointed; and was in every respect fit for sea and the voyage she was about to make. That in the due prosecution of said voyage the said steamship arrived in Havana in safety on the afternoon of the 7th day of September, 1857, where she remained until about 90 o'clock on the morning of the 8th day of September, 1857. That the thence proceeded on her voyage with o'dinary weather and without any unusual occurrence until about midnight, when the wind began perceptibly to freshen from the north-east; that the wind and weather continued without much variation until midnight of the 9th of September, 1857, when it began to increase and continued increasing until the morning of the 11th, when, at 8 o'clock a. m., it blew a violent gale from north, north-east, with a heavy sea, and the deponents, James M. Frazer and John Black, say that during all this time the ship had kept her course but had been mach retarded by the wind. The deponent James M. Frazer, was in charge of the deck until 8 a. m. of the 11th, when he left the sance in charge of the third officer, who is not present and incon. When deponent's watch on deck recommenced, and on taking charge of the deck he found the ship still on Le course, and was informed that the storm spencer had been set during his absence, to keep the ship's head to the wind, but that that her immediately blown away by the violence of the gale, and some can as had been put on the main and mizzen rigging as a substitute for it. The deponent, John Black, says he was on deck during the whole of the day of the 11th, and that the stour spencer was set at 10 o'clock a. m., who is the firm of the care of the pale, and some can so had been act during stolly apencer was ret at 10 o'clock a. m., whoer the direction of Captain Herndon, who was present on deck, and that immediately afterward the fore yard was sent down by the captain's direction. These facts were reported to the deponent, James M. Frazer, on his taking the deck at noon. And the said James M. Frazer further says that Capt. Herndon and Mr. Van Reneselaer, the first mate were on deck during deponent's watch: that the ship was enabled to keep her course for about a half or three-quarters of an hour after 1 o'clock. The wind was hauing to the northward and westward, and before 1 o'clock p. m. she was driven by the wind off her course toward the south-east. Up to the time when she was so driven off her course she had behaved well. At about 1 o'clock p. m. the deponent, James M. Frazer, was directed by Mr. Van Reneselaer, the first ofheer, to rig the bilge pumps, which order deponent insmediately obeyed, and found that the lee pumps worked well and discharged water abundantly, but the weather pumps did not work, there not being water enough in the ship to supply them. The vessel then had a heavy list to the starboard, and lead further off into the trough of the san. The wheels of the ship were then turning slowly. At this time banders were he into many properties of the ship were then turning slowly. At this time banders were he into many properties of the starboard, each entire room, but

further off into the trough of the sea. The wheels of the ship were then turning slowly. At this time buckets were being passed into the engine room, but as this work was not under deponent's charge he de-voted his entire attention to his duties on deck. found impossible to get the ship's head to the sea, the forcetsysail was set with the object of getting the ship off before the wind, and the canvas was at the same time taken from the main and mizzen rigging, but immediately on being set the stayeail was blown to pieces. There was still a very heavy sea, and the gale continued unabated. An attempt was then made to heist the foreyard with the clews of the foresail lashed to eyebolis in the deck, in order to get the ship before the wind, but before the yard had been raised three feet from the deck the sail blew into fragments. The jib was then cut from the foretopmant stay to set as a forestaysail, but before it was bent on the forestay orders were given to get a drag over to try and get the ship's head to the sea. The bent on the forestay orders were given to get a drag over to try and get the ship's head to the sea. The drag, consisting of the foreyard, with a heavy kedge suchor, was then got over, with a nine-inch hawsen bent to the middle of the yard. A larger anchor would have been used but for the reason the ship was listed over on her beam ends, that we could not get the yard to the bow where these anchors were hung, to make it fast to one of them. We veered out on that hawsen trast to one of them. We veered out on that hawser some forty or fifty fathonis. Then orders were given by the captain to cut away the foremast, which was done; and after that we paid out ninety to a hundred some forty or fifty fathoms. Then orders were given by the captain to cut away the foremast, which was done; and after that we paid out ninety to a hundred fathoms on the hawser, which was made fast round the stump of the foremast, and led out of the forward cathead. During this period we were aware that the after pump was working. The forward pump was not working, as the foreyard, from its position, lying acrose the rail, prevented the working or it. As to the work going on at this time below deck or aft, our attention being entirely engressed with our duties on the forward pump was got over as a drag, the forward pump was started and worked. The drag had no effect in bringing the ship's head up, and that was the last effort toward that object which it was in our power to make. After that we remained for several hours at the forward pumps, which were worked steadily; the lee pump hove water all night; the weather pump hove water up to about midnight, when the chamber burst. The deponent, James M. Frazer, deposes that he remained at the forward pump until about 6 o clock a. m. The deponent, James M. Frazer, deposes that he remained at them until about 10 or 11 o clock p. m., when he went down into the after cabin and helped the persons who were there engaged in beiling. After having spent some time in adding ansistance wherever he could be useful, and in doing so he saw that the pumps were worked vigorously fore and aft, and the bailing was going on with the greatest activity all over the rain. These excitors that he could not see the discharge pipe of the after pump, nor was be certain new the fact was with respect to it, but on going forward he ascertained distinctly that the leward pump forward was heaving water. The weather jump forward was heaving water. The weather jump forward was heaving water. The weather jump forward was heaving water. The water jump forward was heaving water. The weather jump forward had then the chamber bursted just behaw the discharge pipe.

About 5] o'clock in the morning this dep

specher, with the chain attached to it, weighed about 21 tons. At the same time, by his orders, a derrick was being erected over the fore hatch, to heare water out of it by tube and whips. Then deponent weat below and rigged two whips between decks, to hoist water as high as the upper steerage and thes discharge it through the scuppers of that deck. At this time the freight room was about one-half or two thirds full of water, in the judgment of these deponents. Shortly afterward this deponent, James M. Frazer, observed that whips had been rigged in the cogine room, and that men were there at work heaving out water with tubs. The bailing there continued all day, down almost to the last moment, with these appliances to-wit: nine whips, with tubs, and three gangs of men bailing with buckets.

At about 12 o'clock at noon on Saturday a vessel hove in sight, which afterward proved to be the brig Marine of Boston. We had had a signal of distress flying from daylight that morning, and the brig approached us, and passing round our stern rounded to under our lee at about 2 o'clock p. m., or a little thereafter.

As the brig passed under our stern the deponent, James M. Frazer, halled her by the direction of Captain Hernden, and informed her of our situa-

As the brig passed under our stern the deponent, James M. Frazer, hailed her by the direction of Captain Hernden, and informed her of our situation and requested her captain to lie by us and take our passengers, treasure and mails. The Captain of the Marine premised to do all that he could for us. We had originally had six boats. They were life-boats, five of them wooden and one metallic. One of the wooden ones had during the night before been washed out of the davits by a sea. We had therefore but five left, and as the gale had absted since ten o'clock on Saturday morning, we received orders from the Captain to lower the boats. The two aftermost boats were lowered successfully: the port forward

o'clock on Saturday morning, we received orders from
the Captain to lower the boats. The two aftermost
boats were lowered successfully: the port forward
quarter boat was stove in lowering it. The two boats
on the upper deck were launched successfully, but a
sea caught the metablic boat and stove it under the
guard, when it almost immediately sank.

Under the Captain's orders the women and children
were first lowered into the boats by bowlines from the
lee davits, and by his direction David Raymond, Finley Frazer, and the deponent, John Black, took command of the said boats respectively. The boats pulled
away to the brig Marine, put the passengers on board
of her, and returned and again took passengers to the
brig. The deponent, James M. Frazer, says that under ordinary circumstances it would have been his duty to take charge of one of the boats, but the Captain
requested him to remain on board the ship till the last,
which request he complied with.

By the time the boats had got to the brig the second
time, she had forged ahead and drifted so far to leeward that she must have been five miles off. At

time, she had forged ahead and drifted so far to beeward that she must have been five miles off. At about four p. m. the main spencer was set on the steamer in order to cause her to forge ahead, and as far as possible to keep up with the brig in drifting.

The deponent, John Black, states that in these two trips the beats commanded by Finley Frazer and David Raymond became so damaged as to be useless the one having been stove alongside the brig Marine, and the other having been damaged so as to leak very much and got nearly filled with water. The boat commanded by this deponent, John Black, also become much damaged, and required a man to be constantly bailing, and this deponent also bailing as much as possible. Nevertheless this deponent returned with said boat to the steamer, but by the time he get within hailing distance of her, he ascertaited that his

with said boat to the steamer, but by the time he get within hailing distance of her, he ascertained that his boat was so damaged that she could not safely take another person on board; at the same time some one whom he supposed to be Capt Herndon, kailed him from the steamer to keep off. This was after dark, about half-past seven p. m., and the ship was then sending up rockets.

This defouent James M. Frazer, states that up to this time and after it, the bailing was continued vigor ously, but it now became evident that the ship must very soon sink, and at about a quarter to eight o'clock p. m., or a little after that hour, we gave up bailing.

During the afternoon, at about 3 o'clock, we had ent away the burricane deck, and tore down the doors from various parts of the ship, and brought them on deck to turnish rafts for the passengers.

At about 8 o'clock p. m., or a few minutes there-

At about 8 o'clock p. m., or a few minutes thereafter, the ship rettled rapidly. She took in a little
water ferward. A few moments after that, two seas
in succession washed over her aft, and then a third
sea struck her aft, and she righted and went down
steps former.

During the whole gale, and up to the last, the ship behaved extremely well. She aid not ship a sea during the whole gale, until after she began to settle, and just before sinking, as herein described. The ship's log-book was carried down with her, and the master and first mate of the ship are believed to be

ship's log-book was carried down with her, and the master and first mate of the ship are believed to be lost.

And the said George E. Ashby, Chief Engineer, and Henry Keefer, 2d Ass't Engineer, say that their duties having been confined to the engine room, they were not aware of the measures being taken on deck, oxcept so far as they were informed by Capt. Heradon and the other efficers, and by eccasional observation, but the foregoing statements of Mesers. James M. Frazer and John Black are correct, so far as the kin wledge of the deponents extends; and the deponents, George E. Ashby and Henry Keefer further say, that when the steamship left Havana (Sept. 8), the engines and boilers were in perfect order and worked well up to Friday, the 11th, carrying an average of fifteen pounds of steam to the inch, and sometimes reaching eighteen pounds; that on Friday, the 11th of September the wind was blowing with great violence from the northeast, accompanied by some rain, at 9 a.m. the ship was making water. This fact was reported to Capt. Herndon. The listing of the ship to starboard, having rendered the barrows una vailable, a gang then formed to pass coal into the fire-room in buckets and baskets. At the request of the Chief Engineer, Capt. Herndon sent down nearly all the waters to assist in passing coal in that manner, and it was so passed as randly as noesible, until stopped by the water, as At about 2 o'clock p. m., it having then been und impossible to get the ship's head to the sea, is forestavanil was set with the collections. hereafter stated. The starboard Worthington pump and bilge injection were next started, taking steam from the main boilers. This was about 10 o'clock, a.m. of Friday. The water in the ship was then quite hot, and in consequence of her list, was all in the starboard bilge. This last named pump took water freely, but still the water gained on it. The Chief Engineer then inspected all the pipes and their, connections, and found them tight. At about 12 o'clock water overflowed the coal bunker floors, both forward and aft, making it impossible for the men to work, the water being heated, and the vapor from it it extinguishing nearly all the lamps. These facts work, the water being heated, and the vapor from it it extinguishing nearly all the lamps. These facts were reported by the Chief Eogineer to Capt. Herodon, and by his orders steam was immediately got up in the donkey boiler. At the same time, a gang of ballers, consisting of passengers, was organized by Capt. Herodon, and another gang worked at breaking up at erage berths for fuel. At 2 o'clock, atthough every possible exertion was made to keep the fires going, they were extinguished in the fires going, they were extinguished in the starboard boiler by water. Another gang of bailers were then at work in the after cabia natches, starboard boiler by water. Another gang of bailers were then at work in the after cabia natches, and still another in the lower steerseg. The engineers, ann and passengers were all working to the utmost of their power. The engines continued working up to I o'clock p. m. Friday, when they stopped for a few minutes for want of steam. They soon started the ateam sgain, but having only the port fires to depend upon, the steam was soon exhausted. We then commenced firing up with wood, and continued doing so till the water rose so high as to put out all the fites, and then the engines stopped. This was between 4 and 5 o'clock p. m. Friday. The Worthington pumps, which had been previously worked by steam from the main beliers, were then worked by the deakey belier, and continued to work till about 8 o'clock p. m., with several stoppages of a few minutes each, which were necessarily made to free the feed-pipe of the belier from obstructions. When the donkey-engine finally stopped, the feed-pipe had became so choked up that it was necessary to cut and repair it. During the night all hands were at work bailing. The rolling of the ship caused a small leak around the sharboard shaft, which was stopped with blankets and a sail wrapped around the shaft between the ship's side and the wheel.

On Saturday, the 12th, barrels were rigged with

the wheel.

On Saturday, the 12th, barrels were rigged with a whip and worked in the engine-room, and in the hatches in other parts of the ship at hoisting water. The deponent, Henry Keefer, cat off the secape pipes and rigged them as pumps in the steerage, one of which worked well. Early in the morting of the 12th steern was again got on the denkey boiler, and pumps worked till the rapidly galuing water submerged them, entirely. This was about nine o'clock, a. m., and there was then between nine and ten feet of water in the engine room.

water, looked down the side to ascertain the fact. The ship was so listed over that he could not see the discharge pipe of the after pump, nor was he certain how the fact was with respect to it, but on going forward he ascertained distinctly that the leward pamp forward was heaving water. The weather pump forward was heaving water. About 51 o'clock in the morning this deponent, John Black, was ordered aft to rig tackles to the mizen stay, for the purpose of using whips to heave out the water by tube, which he did, and thereafter remained there, altending to the bailing out by tube and whips until he was called away at about 21 o'clock p. m. to attend to carrying passengers off in the boat to the brig Marine. We had three whips rigged, each over one of the aft hatchways, and with each whip we used a beef or pork barrel to heave water over.

At about the time the said John Black was ordered sft as aforesaid, vin., at about 51 p. m., this deponent, John & Frazer, went forward and, having examined the forward pumps as aforesaid, sawed off the chain which was shackled to the starboard bow anchot and bet it and the anchor go. He had endeavored to do this during the night, but had found it impossible. The object of this was to lighted the ship's head. That the engine room.

The machinery being thus rendered entirely useless,

steamship, or the owners, freighters, or shippers of her said cargo, or any other person or persons interested or concerned in either, already have or may beceasior pay, sustain, inquir or be put unto, by or on account of the premises, or for which the insurer or insurers of the said steamable or her cargo is or are respectively liable to pay or make contribution or average, account ing to custom, or their respective contracts or obliga-liers; and that no part of such losses and expenses al-ready incurred do fallon him the said James M. Fraher

his officers of crew of said steamship.

Thus done and protested, in the City of New York, this 22d day
of September in the year of our Lord, one thousand eight

of September, in the veer of our Lord, one thousand each hundred and fifty-sered.

testimony whereof, as well the said appearers, as I, the No tary, have subscribed these Presents, and I have also cause my seal of office to be hereunic affixed, the day and yes last above written.

CHARLES A. RAPALLO.

CHARLES A. RAPALLO.

Octay Public Signed JAMES M. FRAZER, 2d Mate. JOHN BLACK, Boatswain. GEO. E. ASHBY, Chief Engineer, HENRY KEEFER, 2d Asst. Engine

RELIEF MEETING.

A meeting of the Committee appointed at the mee ing of merchants on Monday to adopt measures for the rentef of the sufferers by the low of the steamship Central America, was held yesterday afternoon at 2

central America, was need yesterday alteriood at colock in Room No. 13 Atlantic Insurance Building, Pristian Perit, esq., in the chair.

Mr. WM. A. Bayler reported that he had received \$900 from persons engaged in the sugar trade.

Mr. Perit proposed the appointment of a Sub-Committee of five to ascertain the condition of the sufface. ers and to obtain all the necessary information with reference to the proper disposition of the funds re-ceived. Carried.

reference to the proper disposition of the funds received. Carried.

Mr. Jones suggested that three Committees be appointed to take charge of the three branches of the disposition of the funds—one for the relief the survivors, another for the relief of the families of the efficers, and a third for the proper testimorials to those who aided in rescuing the surviving passengers. This motion was, however, withdrawn.

A Committee, in accordance with Mr. Perit's proposition, was then appointed, and consisted of the following gentlemen: Koyal Phelps, C. H. Marshall, Moses H. Grienell, J. C. Jones and Lloyd Aspinwail.

The President, Mr. Perit, and the Treasurer, Mr. Theodore Demone, were subsequently added to the above Committee.

On motion Mesers, William A. Bayley and W. H. Daverage were added to the General Committee.

On motion Mesert without a bayley and to The Daverage were added to the General Committee.

Mr. Perit called attention to the two twin brothers who were saved from the wreck, namely: Randolph Cacy and J. M. Cacy, and who desired to go to Arkareas. The sum of \$70 was immediately granted Arkareas. The sum of \$79 was numediately granted them for that purpose. Mr. Perur suggested that in special cases—such for

Mr. Perir suggested that in special cases—and for instance as the one just passed upon—any member of the Committee have power to call upon the Treasurer for sums not to exceed \$30. It was so ordered. Mr. Wm. T. Coleman reported the collection of \$310, which he banded the Treasurer. On motion of Mr. Perir, Mr. Wm. S. Root was appointed to solicit subscriptions from the various citi-zen. Mr. E. Meriam was also appointed for the

same purpose.

Mr. Perrit directed the rotice of the Committee to the case of Mrs. Small and children, some of the rescued passetngers, who wished to proceed to Newburyport, as one requiring immediate attention. The sum of \$50 was itstantly appropriated to defray their ex-Mr. Theodore Hooker was appointed to receive

Mr. Theodore Hooker was appointed to receive whatever voluntary donations might be subscribed. The following note was read by the President:
ASTOR HOUSE, NEW-YORK, Sept. 22, 1857.
T. TILESTON, Esq.—Dear Sir. Permit me to tender the freedom of the Astor House to the Captain and Officers of the brig Marine, whenever she may arrive at this port.
Yours truly, C. A. STETSON.
The TREASURER reported that the entire subscriptions which had been received up to that time smounted to the sum of \$8,085, and had been realized from the following sources:

be following sources:		200 1/12/2012/12/2012	4
inhacribed at the meeting.		W. A Sale & Co	ŧ
	- will	Foster, Eiliott & Co	
ready given	B 900	Howland & Frothingham.	
Pacific Mail Steamship		Decne & Drither.	
to be W. H. Davidge.		Sturges, Bennett & Co	
President	2,000	Ross, Falconer & Co	S.
Stown Brothers & Co	100	Winslow, Lauler & Co	
Brown, Brothers & Co Moses Taylor & Co	100	M. M. & H. W. T	
denry Channesy	160	H. A. Johnson & Son	
E. Banker	100	De Rham & Co	,
De Agreda, Jove & Co.		De Coppett & Co	
Hargons Brothers	.549	James T Soulter	В
etera & King	.50	G B. Lanur.	
dams & Hawthorn	- 50	E. & C. W. Blunt	
neus Tamer & Co	100	Taylor Bros	
A Shorman & Co.		L. Delmonico	
leo A. Roberts & Son	100	R. H. Lowry	
. Macy & Sens	2561	8, Berend & Co	
lenry, Smiths & Town-	11771	Jos W. Corlies & Co	
lenty, Salisha & Louis	.0	A. & W. S. Comstock	
anama Ratirosa Co., G.	100	Edward Penfold	
anama namosa Continue	500	R B. Mellyane	
D Hoadiey, Florida	54		
D Hoadley, President. leury W. T. Mail & Co A & T. A. Fatteson	30	J. W. Alsop	
reeman & Co	160		
Pardmer G. Howland	50	Simeon Draper	
ardiner G. Howland	50		
derideth Howland	25	cisco	
loyd & Aspinwall		Cash	
ohn J. Astor, jr		Marie Kautz	
ohn S. Toppan	95	Storges, Shaw & Co	
rancis Skiddy	96	Wm. Lorimer & Co	ä
a+h			ď
and	10	C. O. Cruntder & Sons	ď
ash	10	Renj Wood	
anh	10	Charles Rogers	ď
asb	149	Durege, Bros. & Co	ŧ
neb	10	Chastelain, Pouvert & Co.	
ast	10		
anb	10		
frinzell, Minturn & Co	100	J. M. Ceballus	
ictor, Ducknitz & Co	049	Albert Horne	
V. Nielson & Son	200	Pesaud Bras	
other Leary	25	Shiff, Bros. & Co	
paulding. Vale & Fuller	2	Garaway, Caside & Co	
ionduras Railroad Co	260	Patrullo & Echeveria	
excelsior Coronge Co.,	100	Storgess & Co	
by A. R Frothingham	23	Tucker & Lightbourn	
initi, Gallo & Co	25	Youngs & Co	
lacot, Herera & Co	25	J. T. Onatavia & Co	
truer, Kohl & Co	25	Robert & Williams	
tevens. Angelo & Co	25	Robert & Williams	
Later Shiff	25	D. O. Mills of Sacramento	ı
Celson, Clements & Co	95	City	ij
telson, Clements & Co	25		
iscio Rubira	25	Francisco	
mah	25	De Witt, Kittle & Co	
Fire & Francis	25	Beasley & Peck	
foller & Reits	25	L. Ladlow	
Total & Items	1		ä
Total			Ų

Collected by Mr. Aspinwall.
Collected on Mr. Low, the Treasurer...
Subscribed on Monday...

The Committee then adjourned till to-day at lo'clock, when further progress will be reported.

FALSE REPORT.

It was yesterday afternoon reported that the steam ship Nashville was coming up the bay with a schooner in tow, supposed to have some of the Central America's passergers on board. She proved, however, to be the schooner Melvina, Capt. Cahoon, from Wash ington, N. C., with naval stores to this port. The Melvina was run into the previous night off Harnegat by an unknown vessel and disabled. The Nashvil tock her in tow off the Woodlands, and brought her to this port.

THE PASSENGERS FROM THE WEST. All the survivors of the Central America who w at Baltimore, belonging to the West, started for home yesterday. They have been kindly treated, and take with them sufficient funds to see them safely home.

TO THE SCRVINGES OF THE CENTRAL AMERICA. It formation is wanted of Mr. L. D. Richardson of San Francisco, Cal , whether or not he was on board the Central America. Any information on the subject addressed to E. B. Richardson, Norwich, Conn., will be gratefully appreciated and liberally rewarded.

THE TURF.

Union Course, L. L.—Trotting.—Tuesday, Sept. 2, 1857.—Match \$5,000, two mile heats, to wagons:

UNION COURSE, L. I. -TROTTING .- Tuesday, Sept.

22, 1857-Purse \$50, mile heats, best three in five, to

SUDDEN DEATH, -A middle-aged man was found lying dead in William street at 6 o'clock yesterday evening. He was taken to the Second-Ward Station, where he now les. No marks of violence were on his person. He had about \$16 about him and some

painters' brushee.

A destructive hail storm passed over portions of Flu-A destructive hall storm passed over portions of Fluvanes and Goochland Counties, Va., on Friday. It was accompanied by a violent wind. Several houses were blown down and two slaves killed. The Richmond Dispatch says the loss is estimated at \$25,000. MUSICAL AND THEATRICAL

21 1 0 31 11 21

Miss Juliana Mar's Concept.-A brilliant quif. ence assembled lan evening at Niblo's Rooms, on the occasion of Miss Jen'ann May's debut in this city as a public singer. The ca wd scintillated with cotabiliies, and more than a usual allowance of lovele women. A first appeal of a young to minine vocalist to the

public has always a special interest, and in this instance there was a very extraordinary desire feit by

many influential persons to witness the most promising tyrical curisey possible on the part of the young lady. There are two ways of judging of an artist: by the highest and ripest standard, and by the qualifications which are attached to youth, and more or less increerience. It is fair to judge Miss May by the lath standard. Nature has given her a fice vo sive compass, purity of tone, and what is to be so much prized, strength in the lower scale. Her voice is a positive soprano. The first impression on the of this radically fine quality. In regard to ex-ecution, the power to throw forth a tide of notes with a dazzling rapidity and a real or apparent spontaneity that bides all the methods of art. we cannot praise Miss May as a ripe artist. She bas much to learn before she can rank with the great mis-tresses of the art. In these degenerate days, whom the greed for money has taken the place of the ratigion of art, and so few learn to sing at all, Miss May may compare favorably with certain artists who are list to; but the rank she should aspire to is not one of doubts or qualifications, but of distinct comity. We think her extremely promising, and we believe she has the good sense to work hard in seeking to attain the supremest place. As to dramatic ability in an artist, no judgment can be formed from a hearing in a concert room. The dramatie artist may be out of his element in a concertroom, and the reverse. What may be Miss May's ability on the lyrical stage can only be learned from actual fact, and we trust the ambition which, if we are not misinformed, she has of appearing at the Academy may be gratified. The Academy of Music, according to its charter, is designed especially to ca-courage American efforts in art, and honce young na-

tive artists have claims on it.

The pieces which Miss May sang last night were all dramatic-by Rossini and Verdi and Meyerbeer demanding the best qualities of the most experienced artists for the stage, and to give them full effect action, idealization and the foot-lights are all neceseary. If we were to hear Miss May with all these accessories we could judge of her readings better.

The success of Miss May last night was flattering She was called back after her pieces; and what the Italians denominate 99 parts out of 100 in a singer, namely, the voice, much admired. Now, let her toff until she gets thoroughly to the satisfaction of people the hardest to please, the 190th part.

Mr. Tafanelli, after a long absence from New York,

appeared last night and sang, with his original boldness and sureness, several baritone songs, amid the loud plaudits of the auditory. Mr. Brignoti gave us some tenor songs, showing con-

stant improvement in a voice truly worthy of cultivation. He was loudly encored. Mr. Kyle, after several years of retirement is the Custom-House, where he officiates, appeared last hight amateur-wise, and gave his friends a souvenir of

his old musical career, in the shape of a brilliant flate rele, admirably executed with his rich tones.

The night turned cut most inclement, but the interest manifested for Miss May was too great to keep

people at home. BURTON'S THEADER .- Miss Sallie St. Clair, an actress of Western fame, made her first appearance in New-York last evening, as "Juliana" in Tobin's com-

edy, "The Honeymoon." The lady has attained some celebrity in the provincial cities, and her effort last night shows her to be a pupil of bright promise in a profession which exacts much from those who would win a true success in its difficult pursuit. In perior al appearance Miss St. Clair is a blonde, of pleasing favor, and with a manner very agreeable and self-possessed. Her voice is exceedingly musical, though at the same time possessing power and the capability of expressing strong emotions without over-

straining or the show of undue effort. She seems to be theroughly up in the business of the score, and to be familiar with all the mechanical technicalities of the stage. Her personation of "Juliana" was spirited and correct, and was received by the audience with kind expressions of satisfaction and approval. In the vixonish scenes of the baughty bride, before she is subdued into the obedient and patient wife, she was particularly happy; and a weak support by a cast in several respects faulty and inefficient, she showed herself to be an actress from whom much may be hoped. Mr. Mardoch appeared as the Duke. The "Baltbazar" of Mr. Mark Smith, and the "Lampede" of Mr. Setchell, were both excellent. The other parts were for the most part indifferently performed. Miss St. Cinir's debut here may be set down as a success.

OPERATIO ALLIANCE .- A treaty of friendship and commerce has been negotiated and ratified between the two great operatic powers—Marshall of Phila-delphia and Ullman of New York. By virtue of this the two great operatic powers—starshan of rotated delphia and Ellman of New York. By virtue of this instrument, the leading artists of each troupe will be interchanged, and, instead of opposition, envy, hatred, and malice, there will be hearty co-operation. The result will be that we may hear in succession all the great artists of both troupse—Gazzaniga and Isprange, Frezzolini and Ramos, Ronconi and Gassier, Regerand Tamberlik, Brignoli and Labocatts. Formas and Tagliafica.

[Phila delphia Bulletia.

PERSONAL.

-- Mrs. Catharine Sinclair, sometime Mrs. Edwin Forrest, is playing at the Haymarket in London. She made her debut on the 7th irst. as "Beatrice" in Much Ade About Nothing." The Daily News says that she had a warm and flattering reception.

that she had a warm and flattering reception.

"Although not altogether the gay, witty riante Beatrice 'that Shakspeare drew,' she bids fair to obtain a permarent footing on the metropolitan boards. Her features are marked and expressive, and her figure good, although inclining considerably to the combonysint, and her acting is distinguished by considerable vivacity, coupled with an intimate acquaintance with the business of the stage. Still, the truth must be teld, she is a little to mature and womanly for the youthful Beatrice, and throws, consequently, more physical force into the character than it is to believed the author intended. There are many characters, however, in the

and throws, consequently, more physical force intothe character than it is to believed the author intended. There are meny characters, however, in thehigh cemedy in which her fine presence, great flow of
animal spirits, and obvious stage experience, may be
brought out with advantage. The impression she
made on the andience last evening was decidedly faverable; and at the end of one scene she was recalled
and warmly applauded."

—Prof. Riegers of the United States, who has been
for some time in Europe engaged in preparing for
publication his work on the geology and physical
geography of North America, is a candidate for the
chair of Natural History in the University of Glasgow,
vacant by the death of Professor Couper. The London Internry Gazette says that it is "the general
"feeling of naturalists that the Government would do
"a graceful act, as well as serve the best interests of
"the Glasgow College, by appointing the distin"guished American geologist to the Professorship."
The office is in the gift of the Crowa.

—Bishop Eastburn of Massachusetta, and wife, wene
at the Government House in Toronto, on a visit taSir William Eyre, last week.

—Judge Probasco, who was law partner of GowCorwin, and a distinguished practitioner at the hardied at Lebanon, Ohio, on Friday. He was attacked
with bilious fever, which terminated in typhus.

—Private letters received in Philadelphia do not
give favorable accounts of Mr. Crawfood's health, but
intimate serious apprehensions of a fatal termination
to his disease.

—Col. Albert J. Pickett, who has written a bistory

to his disease.

— Ced. Albert J. Pickett, who has written a history of Alabama, is now engaged on a History of the South-West, comprising the Colonial Times in Georgia, Alabama, Florida, Louisians, Mississippi and Taxas.

— The Hon. Timothy Davis, the only member of Congress from Massachusetts who so support of Mr. Banks has been called in question, has recently written a letter in his favor.